

WAAS CH 65907 W36A	APP CRS 360°	Rwy Ldg TDZE Apt Elev	9320 321 341
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RNAV (GPS) RWY 36L

FREDERICK W SMITH INTL/MEMPHIS(MEM)

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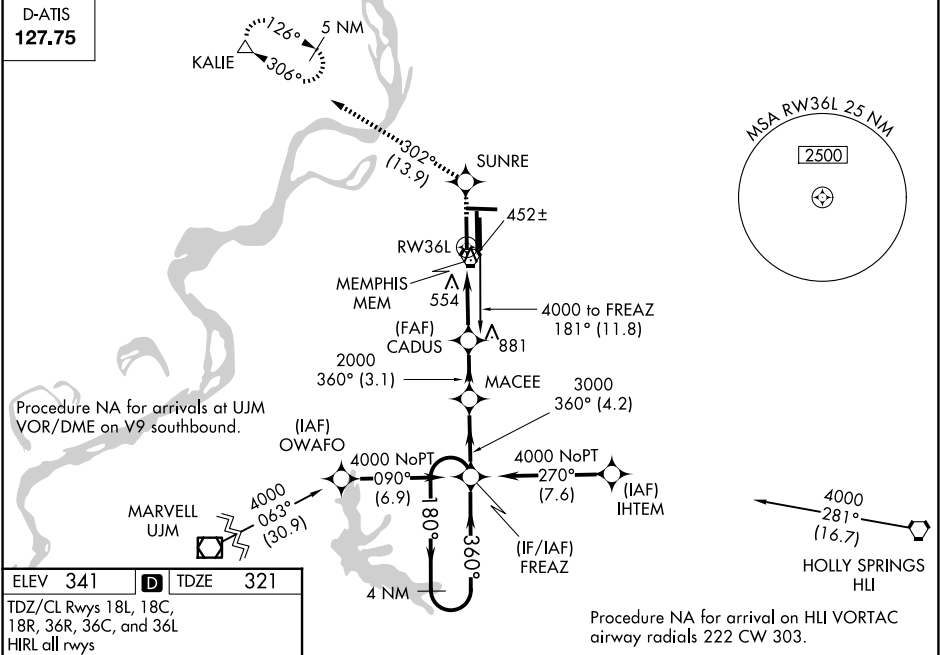
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

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MISSED APPROACH: Climb to 5000 direct SUNRE and on track 302° to KALIE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER	GND CON
119.1	291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8	338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
		(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2



RNAV approach diagram for RW36L. The diagram shows a 360° holding pattern at 4000 feet. The approach path starts at 3000 feet, descends to 2000 feet, and then to 1500 feet. The final approach segment is 1.2 NM long, with a 0.6% descent gradient. The runway is 3600 feet long, with 36L, 36C, and 36R runways. The diagram also shows the 360° holding pattern and the 360° descent path.

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5000	SUNRE	tr 302°	KALIE	FREA Z	4 NM Holding Pattern
*LNAV only.	*1.2 NM to RW36L	CADUS 2000	MACEE	180° → 4000	GP 3.00° TCH 59
				360° ← 3000	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).
	1.2	3.8 NM	3.1 NM	4.2 NM	
CATEGORY	A	B	C	D	
LPV DA	673/40	352 (400-¾)			
LNAV/VNAV DA	760/50	439 (500-1)			
LNAV MDA	780/24	459 (500-½)	780/40 459 (500-¾)	780/50 459 (500-1)	
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-½)	1020-2¼ 679 (700-2¼)	